





## INTIMATIONS

**A. S. WATSON & CO., LTD.,**  
ESTABLISHED 72 YEARS.

HIGH-CLASS  
CONFECTIONERY

SELECTIONS OF THE PUREST AND  
FINEST QUALITY, IMPORTED  
FROM THE LEADING LONDON,  
NEW YORK AND PARISIEN  
HOUSES.

## CADBURY'S CHOCOLATES

In fancy boxes, in great variety.  
Bournville Nut Chocolate.

## FULLER'S CONFECTIONERY

Assorted Chocolates, Marzipan  
Chocolates, Chocolate Car-  
mels, Creme de Menthe  
Delight, Caramel Mou à la  
Creme, Almond Taffy, Pepper-  
mint, etc., etc.

## LOWNEY'S CHOCOLATES

1LB. AND 1LB. BOXES  
**KOHLER'S CHOCOLATES**

in great variety.

## JACQUIN'S NOUGAT FIN.

## CALEY'S CRACKERS

of the Finest Quality in great  
variety.

**A. S. WATSON & CO.,**  
LIMITED,

ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the  
new column should be addressed to THE  
EDITOR.

Correspondents must forward their  
names and addresses with communi-  
cations addressed to the Editor, not for  
publication but as evidence of good faith.

All letters for publication should be  
written on one side of paper only.

No anonymously signed communi-  
cations that have already appeared in  
other papers will be inserted.

Orders for extra copies of THE PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply  
is limited. Only supply for Cash.

Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P.O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VERTS ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JANUARY 1st, 1914.

THE outstanding features of the history  
of Hongkong during the past year are more  
or less connected with the state of unrest in  
the neighbouring Province. As in the  
latter part of 1911, and throughout a large  
part of 1912, Hongkong was again, in  
July, August, and September, converted by  
the political disturbances in Kwangtung  
into a huge refuge camp, with the evils  
inseparable from overcrowding. Greatest  
emphasis has been laid upon the effect  
this sudden influx of about fifty thousand  
people has had upon house rents.  
Property values have greatly increased and  
rentals have risen correspondingly. Gov-  
ernment appears to have allowed its laws  
against overcrowding to be ignored, thus  
not only making it possible for landlords,  
especially of Chinese property, to obtain  
rentals in many cases a hundred per cent.  
more than were charged five years ago,  
but stimulating to a considerable extent  
its own costly efforts extending over many  
years to put an end to plague epidemics in  
the Colony. It is true that the statistics  
for 1913 are far less alarming than those  
for 1912, but the lesson they carry is the  
same. During 1912 the cases of plague  
numbered no less than 1,847 as compared  
with 261 in the previous year, 23 in 1910  
and 124 in 1909. In the year just closed  
the number was about 410, but this  
reduction on the figures for 1912 is  
entirely accounted for, we think, by the

fact that the influx of the population  
from the mainland did not commence until  
the usual plague season was practically at  
an end, whereas in the previous year many  
thousands had sought refuge in the Colony  
before the plague season began. In this  
connection it is ominous that there have  
probably never before been so many cases  
of plague reported in the last three months  
of the year as has happened in 1913.  
Usually the Colony is practically free during  
the fourth quarter of the year, but it was  
not so in 1913, when not a single week  
passed, we believe, without its contribution  
to the total. This is a very unpleasant fact,  
and we can only hope that it is not indicative  
of a more virulent epidemic in 1914.

With the political disturbances in China  
we have to associate also the rigorous  
boycott which was in force against the  
Tramways at the beginning of the year  
because the Company had decided to accept  
in payment of fares no other coin but the  
currency of the Colony. The Government  
was driven to contemplate strong action,  
but, happily, before these measures were  
brought into operation the boycott of the  
leading Chinese residents, and the trams have  
since been patronised as largely as ever by  
the Chinese, who now provide themselves  
with British instead of with Chinese coin.  
The Government followed this up with  
legislation making it illegal to circu-  
late in the Colony foreign Bank notes,  
and also foreign silver and nickel coins.  
In the case of notes the prohibition came into  
force shortly after the passing of the  
Bill, and in so far as it served to prevent  
the circulation of Kwangtung notes within  
the Colony, the Chinese population, in view  
of the deplorable situation on the mainland  
owing to the heavy depreciation of these  
notes, have reason to look back with some  
satisfaction to the passing of this Ordinance.  
The prohibition of foreign silver and nickel  
coins comes into operation from March 1st  
next, and as ample time has been afforded  
Chinese traders to prepare for this, it is  
improbable that any considerable incon-  
venience will be caused, except perhaps in  
the outlying districts of the Colony—  
particularly in the New Territory—where it  
seems likely that there may be greater diffi-  
culty in enforcing the provision of the new  
Ordinance than should be the case in the city,  
where Chinese subsidiary coin has practically  
ceased to circulate. "This must be accounted  
a notable achievement, because the evil is  
one which had been lamented for many  
years, but it had become an article of faith  
with most people that, for currency purposes,  
Hongkong must be considered a part of  
China and that it would be futile to attempt  
the exclusion of Chinese coin from circula-  
tion in a Colony where something like 95  
per cent. of the population are Chinese.  
We are almost encouraged by the success  
of these measures to hope that Hongkong  
may yet have a gold standard of currency.

Apart from the occurrences alluded to in  
the foregoing paragraphs, there is not much  
else to make the year 1913 memorable in  
the history of the Colony. We have  
suffered no disastrous typhoons or other  
calamities, and public order has been well  
preserved, notwithstanding the political  
excitement which prevailed during the period  
of the second revolution. It goes with-  
out saying that these political disturbances  
hampered trade considerably, and having  
regard to the close business relations of  
the Colony with Canton, the disquieting  
factor in the outlook at the moment is the  
widespread disaster which is threatening  
the Cantonese merchants owing to the  
heavy depreciation of the currency notes  
and the seeming inability of the Govern-  
ment to take the measures necessary to  
avert widespread ruin in commercial  
circles. With this important reservation it  
may be said that the year ends with a  
buoyant confidence in more settled condi-  
tions in China, and better trade prospects  
for the coming year.

To-day being New Year's Day there  
will be no issue of the *Hongkong Daily  
Press* to-morrow.

Telegraphic communication with Macao  
is temporarily interrupted. It may  
possibly be restored by 2 p.m. to-day  
(Thursday), but this is quite uncertain.

It is telegraphically reported that the  
Peking Government is preparing regula-  
tions for the prohibition of the export of  
historical relics from China. This  
presumably is the outcome of a recent  
memorial sent to the President by  
Mr. Tse Tsan Tai, of Hongkong.

As the steamer *Chenai* did not arrive  
in port till after four o'clock yesterday  
afternoon, the twelve griffins which she  
brought down were not drawn for yester-  
day. In addition to the twelve subscrip-  
tion ponies the steamer brought down a  
griffin for H.E. the Governor.

Mr. A. Scott, sub-agent of the Chartered  
Bank at Medan, has been appointed  
agent of the bank's Madras branch. Mr.  
J. L. Crockett takes over charge of the  
Medan sub-agency.

Mr. Lauritz, of the firm of Carlowitz  
& Company, after a stay in the  
Colony, extending over more than  
12 years, left on Monday for Shang-  
hai, where he will take over the  
management of the firm at that port.  
His place will be filled here by Mr. C.  
Landgraf, lately arrived, and for many  
years a resident at Shanghai.

It will interest many readers to know  
that the present market discount on the  
subsidiary coinage of this Colony, namely,  
12½ per cent., represents the intrinsic  
bullion value of the subsidiary coinage in  
relation to the British or Mexican  
dollars, current in Hongkong, i.e., 112½  
dollars of subsidiary coinage is equal to  
100 British dollars (actual silver value).

It is stated that the Shell Company has  
concluded an agreement with the British  
North Borneo Petroleum Syndicate  
regarding the latter's concessions in the  
State of Brunei, Sarawak, near the Miri  
oilfield owned by the Shell Company. It  
is understood that a new Company with  
a working capital of £150,000 is to be  
formed in conjunction with the syndicate.

The Court Cards and their Joker are  
performing at Canton on the 6th, 7th  
and 8th inst., and in Hongkong from the  
9th to the 18th. The booking is now open  
at Moutrie's. As a long interval has  
occurred since the last entertainment was  
given in the Theatre, there will doubtless  
be a rush to book seats, especially as the  
Company provides a novel and excellent  
entertainment.

Following the sudden death of M.  
Rodier, who had just been appointed to  
take charge of the Government in French  
Indo-China during M. Sarraut's forth-  
coming visit Home, the Council of  
Ministers in Paris has decided to give  
M. Van Vollenhoven, the Secretary-  
General of Indo-China, the direction of  
affairs in that Colony in the Governor-  
General's absence.

Included in the list at the Summary  
Jurisdiction Court yesterday was an  
action in which Ma Kwan sued the  
Captain Superintendent of Police for the  
recovery of a bag, and another claim was  
made for certain books and bank-notes,  
which had come into his possession during  
a criminal action. Upon the application  
of Mr. Hodgson, the hearing was  
adjourned *sine die*, in order that another  
similar case could be heard along with  
the first-named action.

West Point police under Inspector  
Dymond and Sergt. Adlington, made two  
good captures at No. 123, Second Street,  
on Tuesday. One man was found in  
possession of a large quantity of lottery  
tickets, together with books relating to the  
sales, and at the Magistracy yesterday  
Mr. F. A. Hazeldent sentenced him to  
three months' hard labour or a \$250 fine.  
A number of books concerning a Triad  
Society were also found on the premises.  
A man was arrested on suspicion, and a  
search of his clothing revealed him to be  
the possessor of a document stating him  
to be the Chairman of the Society. The  
characters were written on a white silk  
facing, with red canvas underneath. He  
was charged with being a member of an  
unlawful society, and was fined \$500 or  
six months' imprisonment.

## ENGLISH AS SHE IS WRIT.

Inspector Harrison charged a one-armed  
Chinese with begging at the Magistracy  
yesterday. The man was exhibiting a  
large sheet of white canvas, on which he  
had written the following appeal:

"Gentlemen and Ladies—Your peti-  
tioner, named \_\_\_\_\_, aged 18, lived at  
No. \_\_\_\_\_ Street \_\_\_\_\_, in British born  
subject some time and went to Canton for  
borrowing money from his relatives when  
passing the railway he was accidentally  
overrun by a train and right hand was  
off. He was carelessness take no notice  
of it. Your petitioner consequently  
cannot work to learn his living that he  
begs most respectfully if will be com-  
passionate enough to gift some money to  
your petitioner so that he may not be  
attacked by starvation and your peti-  
tioner will ever pray."

The man was sentenced to seven days'  
imprisonment.

A tribute to the handy Boy Scout is  
paid by a correspondent writing to the  
*Daily Telegraph*.

We were motoring to Bexley (Kent)  
(he says), and about half a mile from the  
town had a puncture. The male members  
of our party were stout and elderly, and  
scarcely relished the various operations  
which the mishap involved.

But, lo! there descended upon us a  
company of the Bexley Boy Scouts.  
Offering their assistance, they, in next to  
no time, backed the car to a convenient  
place, hauled the Stepmother wheel out of  
its case, clamped it on firmly and well,  
pumped it up, and so sped us on our way.  
Not one of these boys could have been  
more than fourteen or fifteen, and they  
did the whole thing themselves, smartly  
and well.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## GIGANTIC BRITISH COMBINE.

TO MANUFACTURE SOAP IN  
CHINA.

SHANGHAI, December 31st.

The formation is announced of a  
gigantic British combine of the firms  
of Lever Brothers, Branner Mond  
& Co., Ltd., Joseph Crossfield &  
Sons, William Gossage & Co. and  
the Erasmie Co. for the manufac-  
ture of soap and allied products  
in China.

Land has been acquired at Shang-  
hai, where a manufactory having  
the latest scientific equipments will  
be established.

The nominal capital of the Com-  
panies concerned being £35,000,000,  
this is believed to be a record for  
British combines.

["THROUGH REUTER'S AGENCY."]

## NIGERIA AMALGAMATED.

SIR FREDERICK LUGARD AS GOVERNOR-  
GENERAL.

LONDON, December 31st.

The *London Gazette* announces the  
amalgamation of Northern and Southern  
Nigeria. Sir Frederick Lugard,  
(formerly Governor of Hongkong), is  
gazetted Governor-General, and Mr. A.  
G. Boyle, C.M.G., Colonial Secretary of  
Southern Nigeria, and Mr. C. K. Temple,  
C.M.G., Chief Secretary for Northern  
Nigeria, have been appointed Lieutenant-  
Governors of the Southern and Northern  
territories, respectively.

Sir E. A. Speed, the Chief Justice of  
Northern Nigeria, will be appointed  
Chief Justice of Nigeria on the  
amalgamation of the two Supreme  
Courts.

The amalgamation involves the estab-  
lishment of a Nigerian Council consisting  
of various official members, seven  
unofficial members, of whom three will  
be nominated by the Chambers of Com-  
merce and Mines, and four by the  
Governor, and six native members,  
nominated by the Governor. The Gov-  
ernor only gives effect to the resolutions  
passed by the Council if he thinks fit.

TURKEY'S SIGNIFICANT  
PURCHASE.

ONE OF THE MOST POWERFUL DREADNAUGHTS  
EXTANT.

LONDON, December 31st.

The purchase by Turkey of the Dread-  
nought now being built at Elswick for  
Brazil has caused a stir, as it is one of  
the most powerful in the world. This  
purchase entirely alters the aspect of the  
Turco-Greek Naval rivalry, and there are  
fears of a fresh conflict over the Aegean  
Islands. The price to be paid for the  
battleship is said to be between two and  
three millions sterling. The first instal-  
ment has been paid from money borrowed  
in France.

CONSTANTINOPLE, December 31st.

It is stated that the Dreadnought *Rio  
Janeiro*, and the battleship *Reshadieh*,  
which is also being built at Messrs.  
Armstrong's, will be ready for delivery  
in six months.

## DOMESTIC TRAGEDY IN PARIS.

POPULAR MUSIC-HALL ARTIST SHOT BY AGED  
FATHER.

PARIS, December 30th.

The noted music-hall artist, Harry  
Fragson, was shot three times in the head by  
his octogenarian father, at their Paris  
residence, and is dying. He was removed  
to hospital, and his father was arrested.  
He is reported to have said that, "Harry  
was a good son until he met an English  
girl."

The tragedy occurred in the course of  
a quarrel. The father is apparently  
suffering from senile dementia. When  
questioned by the police, he said that he  
wanted to commit suicide as his life had  
been a burden since his son brought the  
girl home. He procured a revolver with  
that intention, and was unaware how he  
shot his son.

## TELEGRAMS.

["THROUGH REUTER'S AGENCY."]

## THE MAWSON EXPEDITION.

VALUABLE RESEARCH WORK.

LONDON, December 31st.

Professor David, of the Mawson expedi-  
tion, has arrived in London. Interviewed  
by a representative of Reuter's agency.

Professor David said that he received a  
wireless from Anvers Point stating that  
the expedition was leaving Macquarie  
Island for the Antarctic to pick up Dr.  
Mawson, who was expected to reach  
Australia at the end of February. The  
wireless installation, he said, had been a  
great success, and as a consequence the  
Commonwealth would maintain the Mac-  
quarie Island station. Dr. Mawson had  
done continuous scientific work. The  
magnetic records were of unique value,  
for they had made absolutely simultane-  
ous observations at Melbourne with those  
which were made in the Antarctic. Dr.  
Mawson's researches in regard to storm  
forces would save many shipwrecks in the  
future.

SIR ERNEST SHACKLETON'S  
EXPEDITION.

LONDON, December 31st.

Professor David has consented to act  
as Scientific Adviser to the Shackleton  
Antarctic Expedition.

DISASTER TO GERMAN  
EXPEDITION.

TWO SCIENTISTS ESCAPE.

BERLIN, December 31st.

Further details concerning the disaster  
to the German expedition at Neu Meck-  
linburg show that natives attacked  
the expedition and killed five native  
soldiers and four bearers. The two Ger-  
man scientists, Herr Deininger and Herr  
Kempt, were uninjured. The first reports  
stated that the two scientists were killed.

ENGLAND WINS THE SECOND  
TEST.

BARNES' MAGNIFICENT BOWLING.

JOHANNESBURG, December 31st.

In the second test match, England beat  
South Africa by an innings and twelve  
runs. In their second innings the South  
Africans were dismissed for 231,  
Nourse being chief scorer with 56.  
Barnes again bowled magnificently,  
taking no less than nine wickets for 103.  
He captured eight for 56 in the first  
innings, thus making his aggregate for  
the match 17 for 159, a remarkable bow-  
ling performance in a test match. Eng-  
land's score was 403.

## NEW EXAMINER OF PLAYS

LONDON, December 31st.

Mr. George Slythe Street has been  
appointed Examiner of Plays, in suc-  
cession to the late Mr. Brookfield.

BLACKBURN CORPORATION  
LABOURERS STRIKE.

LONDON, December 31st.

The labourers in the employ of the  
Blackburn Corporation have decided to  
strike, demanding an extra half-penny  
per hour.

QUEEN-DOWAGER OF SWEDEN  
DEAD.

STOCKHOLM, December 31st.

The Queen-Dowager died suddenly from  
inflammation of the lungs.

ROBERT SIEVIER CHARGED WITH  
BLACKMAIL.

LONDON, December 31st.

At Bow Street, the well-known sporting  
journalist, Robert Sievier, was committed  
for trial at the Old Bailey, charged with  
blackmail on a bookmaker. Bail was  
fixed at £100.

## THE MONTREAL WATER FAMINE.

ANOTHER OUTBREAK OF FIRE.

MONTREAL, December 31st.

The fifth day of the water famine was  
signalled by another outbreak of fire,  
which destroyed several shops.

The water engineer in charge of the  
conduit, the collapse of which cut off the  
water supply, has been suspended from  
duty.

SAFETY OF AUSTRALIAN  
STEAMER.

SYDNEY, December 31st.

The *Tasman* is safe, and a Japanese  
liner is towing her. It is expected that  
she will keep afloat.

## BUSINESS CHANGES.

The New Year changes announced  
our advertisement columns include the  
following:—

Mr. C. von Bose and Mr. C. E. Rayner  
have retired from the firm of Carlowitz  
& Co., and Mr. Curt Landgraf has been  
admitted a partner and Mr. William  
Schuechener has been authorised to sign  
the firm.

Messrs. Deacon & Co. of Canton  
announce the conversion of the firm into  
a limited liability company.

Mr. G. W. Barton is admitted to  
partnership in the firm of Douglas  
Lapraik & Co.

Mr. Andrew Forbes, has resigned  
his position as Director of Bradley  
& Co., Limited, and has been admitted  
a partner in the firm of Harry  
Wickings & Co., and the partnership  
hitherto existing in this firm between Mr.  
J. Owen Hughes and Mr. W. Clement  
Drew has been dissolved.

Mr. Albert Raymond having severed his  
connection with the firm of S. J. David  
& Co., Mr. Archibald David has been  
authorised to sign the firm. Mr. Raymond  
is going to India.

Mr. D. E. Donnelly and Mr. L. M.  
Whyte announce that the business they  
have hitherto carried on under the name  
of Garner, Quelch & Co., will in future  
be carried on under the firm name of  
Donnelly & Whyte.

Mr. F. X. d'Almada, solicitor, has  
admitted Mr. C. Farebrother Mason  
partnership, and announces that the  
business will in future be carried on  
under the style or firm name of  
d'Almada & Mason.

Mr. Manuel Baptista announces that  
he has established himself as a Merchant  
and Commission Agent under the name  
and style of Baptista & Co. Mr. Baptista  
has been for a number of years with  
Messrs. Viera & Co., Hongkong, and  
relinquishes his present position as  
Manager of that firm's Export Depart-  
ment by mutual arrangement.

The late Mr. Brotherton Harker's busi-  
ness as an architect and surveyor is to  
be carried on by Mrs. Harker in co-  
partnership with Mr. F. E. Rosser,  
M.B.A., under the style of Harker &  
Rosser.

The Chinese Engineering and Mining  
Co., Ltd., announce in our advertisement  
columns the payment of the half-yearly  
interest on the 6 per cent. First Mortgage  
Debentures (Kailan Bonds), and also the  
results of the first drawing of the debent-  
ures, which took place on November 27th.  
The numbers to the value of £24,000  
were drawn.

## CORRESPONDENCE.

SERVICE MEN AND SPORTING  
CLUB.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]—

SIR,—I am writing this letter, bearing  
remotely against any Club or Association  
whatever, simply for the purpose of  
making an opening for myself and others  
who are interested in various kinds of  
outdoor sports, and are handicapped in  
one way or another through being Service  
men. My reasons for doing this are as  
follows:—On my arrival in Hongkong,  
I was surprised to find that as a service  
man I could not join any of the Clubs  
here. As the 1913 season advanced I  
found that Service men were learned  
from open events under A.A.A. condi-  
tions. However, as time went on, I  
found out the reason for this, and know-  
ing perfectly well the manner in which  
some of the sporting bodies in the Colony  
had encouraged various individual com-  
petitors, who in turn show nothing else  
but ingratitude. I myself was more than  
satisfied, and my surprise dwindled away.

In continuation, may I ask that during  
the coming season 1914, Service men of  
all branches, Naval and Military alike,  
may be given a chance to compete with  
the athletes of the Colony? A sailor is  
not barred from the field of battle. Then  
why bar either from the field of sport?  
Hoping that there are sportsmen in the  
Colony who could start this request  
moving in a proper channel as there are  
many who would willingly join a  
recognised Club of the Colony and act up  
to its rules, including myself.—Yours  
truly,

## NON-STARTER.

## LEAGUE TABLES.

Table up-to-date, 31st December:—

## U.S. LEAGUE—DIV. I.

| Club           | P. | W. | D. | L. | for agst. P. |
|----------------|----|----|----|----|--------------|
| R.G.A.         | 3  | 2  | 0  | 1  | 3            |
| R.E.           | 3  | 2  | 0  | 1  | 5            |
| D.O.L.         | 3  | 2  | 0  | 1  | 6            |
| H.M.S. "Tamar" | 5  | 0  | 0  | 5  | 1            |

## HONGKONG LEAGUE—DIV. I.

| Club           | P. | W. | D. | L. | for agst. P. |
|----------------|----|----|----|----|--------------|
| D.C.L.L.       | 2  | 2  | 0  | 5  | 1            |
| R.G.A.         | 1  | 0  | 0  | 4  | 0            |
| H.M.S. "Tamar" | 1  | 0  | 0  | 1  | 0            |
| R.E.           | 2  | 1  | 1  | 2  | 1            |
| Hongkong F.C.  | 4  | 0  | 1  | 3  | 0            |

## HONGKONG LEAGUE—DIV. II.

| Club            | P. | W. | D. | L. | for agst. P. |
|-----------------|----|----|----|----|--------------|
| Moslem R.C.     | 4  | 3  | 0  | 1  | 3            |
| 83 Coy. R.G.A.  | 2  | 2  | 0  | 0  | 0            |
| University F.C. | 2  | 0  | 0  | 2  | 0            |
| R.O.C.          | 2  | 0  | 0  | 2  | 0            |











## INTIMATIONS

NEW YEAR  
GOODS.

## OUR CONFIDENCE JUSTIFIED.

—We undertake to refund the Cost of any Article if any of our Customers are not satisfied, as we know how excellent our Goods are. Such an offer could not be made if there was the slightest doubt about our Goods. All we ask is your inspection.

H. KUTTONJEE  
& SON,

WINE AND PROVISION MERCHANTS.

[31]

THE  
DAIRY FARM Co., Ltd.PURE, RICH AND WHOLESOME  
MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

[28]

**MARTIN'S  
APIOL-STEEL  
FILLS**

A French Remedy for all Irritations. Thousands of Letters always keep a box of Martin's Pills in the house as they are the sign of any irregularity of the system. A single dose will be sufficient to bring the system back to normal. These pills are made from the most purest and most effective ingredients. They are sold in all the leading chemists and druggists. The name is on the wrapper. Beware of cheap imitations. The name is on the wrapper. Beware of cheap imitations.

**MARTIN'S  
APIOL-STEEL  
FILLS**

**THE NEW FRENCH REMEDY, No. 102 Rue de Valenciennes, Paris.**

**THERAPION**

Remedy for all Irritations. Thousands of Letters always keep a box of Martin's Pills in the house as they are the sign of any irregularity of the system. A single dose will be sufficient to bring the system back to normal. These pills are made from the most purest and most effective ingredients. They are sold in all the leading chemists and druggists. The name is on the wrapper. Beware of cheap imitations. The name is on the wrapper. Beware of cheap imitations.

## TO LET

## TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December. Newly Painted and Colourwashed. ONE SMALL GODOWN in Duddell Street.

No. 19, SHELLEY STREET.  
"KELLETTS CREST," No. 68, THE PEAK, from 1st March, 1914. Partly Furnished.  
No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

1, CAMERON VILLAS, No. 60, PEAK, To Let, Furnished, for 1 year from 1st May.  
"ROGATE," Austin Road, Kowloon. Unfurnished.

No. 68, PEAK, MOUNT KELLETTS (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.  
(From 1st November, 1913).  
No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.  
"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.  
Apply to—LINSHEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 1st January, 1914.

## TO LET.

OFFICES in King's Building.  
No. 153, PRAYA EAST.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 1st January, 1914.

## COMPANY MEETING.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION CO.

## "IMMENSE SCOPE" OF THE COMPANY'S WORK.

The annual general meeting of the Peninsular and Oriental Steam Navigation Company was held on December 10th at the head office, Leadenhall-street, under the presidency of Sir Thomas Sutherland, G.C.M.G., LL.D., the Chairman.

The Secretary (Mr. Frederick John Abbott) having read the notice convening the meeting.

The Chairman, who was warmly received, said:—Ladies and Gentlemen,—I presume you will take the report as read—"Agreed"—and therefore it now becomes my pleasing duty once more to move its adoption. I think the accounts which we place before you to-day are, upon the whole, the best we have been able to submit since the years of the South African transport work. I may say that we have had no exceptional luck in the present year, we have had nothing approaching to a lull in connection with our service, but we have had, on the whole, a very brisk trade, and our export trade especially has been of the most satisfactory character to all parts of the East. (Hear, hear.) The net result of our accounts is explained in a very few words. We pay the same dividend as last year, we write off £459,918 as normal depreciation of our fleet, and we carry to a new contingent fund the handsome sum of £200,000. On that subject I shall have a few words to say a little further on.

## THE FLEET: THE COMPANY'S FINANCIAL POLICY.

Now, if you will turn to our balance-sheet, the most special item which appears is that of the addition of 35,941 tons of new tonnage. The book value of the fleet up to that point works out at £7 13s. per ton, but, if we allow for those cash reserves to which I have had to call your attention very often, the actual value of the fleet is only £3 7s. 3d. per ton. (Cheers.) As this fleet up to that point cost in round figures £10,000,000—or, to be perfectly and absolutely exact, £9,994,594—it will be seen at once that the Company's financial policy has been worked for many years on sound lines. (Cheers.) When the ships which are now being built are completed the original cost of the fleet will amount, I believe, to upwards of £12,000,000—certainly, an important figure for a modest Company like our own—(laughter)—and a figure very gratifying to old shareholders, like many of those gentlemen I now see before me, who remember the fleet and the finances of former days. (Hear, hear.) We have, as I have just said, still a considerable programme of shipbuilding going on. During the last 18 months we have contracted altogether for 115,000 tons at a cost of £2,200,000, of which we have paid off up to the present time about one million and a quarter, but the balance to be paid causes us no particular alarm, because, as you may foresee, we have what we may call "an old stock," which is well lined and which enables us to say that we have resources enough to meet all future demands on the Company, whether in connection with our public service, in connection with the carrying out of the mail contract, or in relation to those purely commercial requirements which become every day of a more extensive character. We may venture to say to-day that it is not the mail contract, which keeps the Company, but the general trade of the Company which keeps it in a mail contract.

THE STRIKE OF OFFICERS.

I now turn to one of two points of general interest before I deal with any further figures. The strike of our officers in October last is an ugly subject which I should be glad to pass by, but my silence might be misconstrued. I have been Chairman of this board, and every week have before me a statement of the movements of all our officers, engineers, and our general and marine staff; and, speaking on my honor, I cannot recall at this moment a single case of an officer leaving this Company's service to better his position in any other Steamship Company. (Hear, hear.) The inference is abundantly clear—that we have been paying at least as good wages as men of the same rank have received in other companies, and there were perhaps collateral advantages in our service which were not general elsewhere. (Hear, hear.) For instance, the Company have contributed for 60 years to a life assurance and superannuation scheme for all their employees, both ashore and afloat, which has been an immense boon to their families for at least half a century; and, as a board, we may take credit for the fact that no old servant with a good record has retired from the company without receiving a pension of some kind, which he had made no contribution whatever of. We have reason to know that such gratuitous retiree allowances have not been general in other companies, although they may have in some companies, commenced quite recently. As some very sharp criticism was meted out to the Company in this strike crisis, it is only right that I should make these facts quite clear. (Hear, hear.)

I need hardly say that we are very familiar indeed with workmen on daily wages; throwing down their tools with or without good reason; but when officers and gentlemen adopt these trade unionist tactics, even to the extent of threatening their colleagues who were opposed to their action, and leave their ships at the busiest period of the year, we then find that we have entered on a new age altogether. This strike was, indeed, a painful example of *au tremp, au tremp*. On one subject our officers had some reason to complain—that promotion had become slower than was formerly the case; but the great anxiety of most of our officers to train for the Royal Naval Reserve was largely accountable for this state of things, as in order to give these gentlemen the long leave necessary for naval training and, at the same time, to keep their promotion going on in the Company's list we had to maintain an additional staff of officers, thus blocking rather seriously the avenue of promotion. We are now removing this obstacle by retiring commanders and chief engineers at an earlier date than hitherto, but I

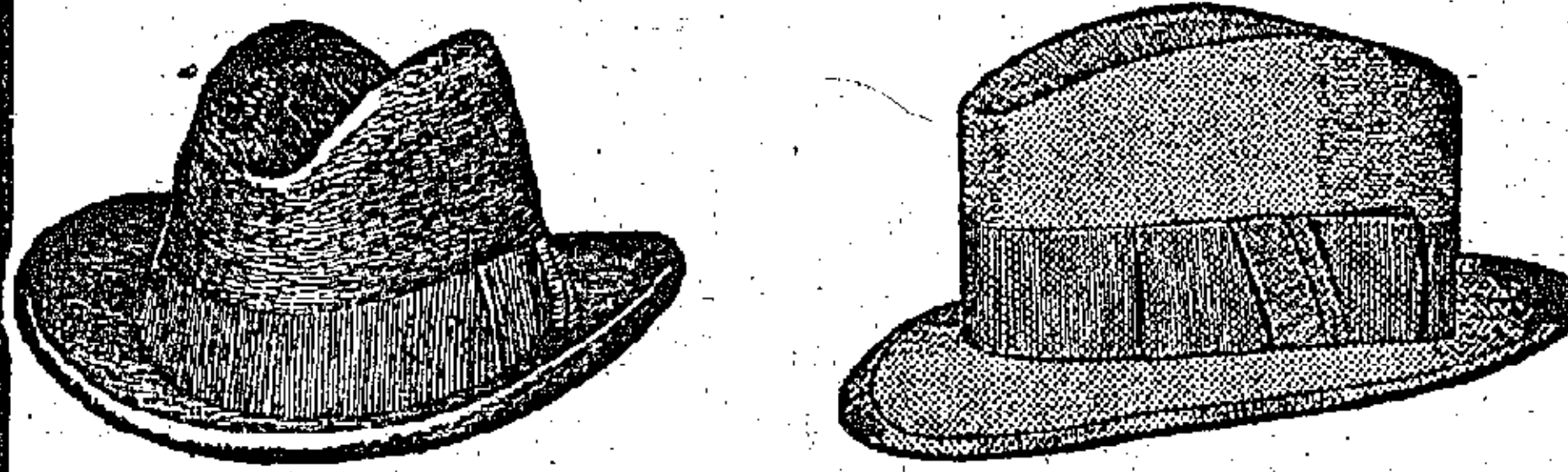
WM. POWELL,  
LTD.

TELEPHONE 346.

## GENTLEMEN'S OUTFITTERS.

## "GLYN'S" HATS

HERE ARE TWO LEADING SHAPES.



FINE QUALITIES AT MODERATE PRICES.

SOLE AGENTS FOR GLYN'S

WM. POWELL, LTD.

[627]

## INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS  
DRAGON  
BRAND  
CEMENTHIGH  
QUALITY  
BUILDING  
CEMENT

—ALWAYS IN STOCK

Apply to P. SOFFIETTI &amp; Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

[1049-1]

THE "SANITAS" BEST  
DISINFECTANTS.ALL KINDS AND FOR ALL PURPOSES.  
AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANITAS-OKOL," 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency). Homogeneous, and miscible with fresh water.

"SANITAS-SOLDIS," a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

SANITAS-SOLDIS—MAY BE HAD FROM ANY SHIPCHANDLER  
OR STOREKEEPER IN HONGKONG.

SANITAS-OKOL AND SANITAS-BACTOX

FROM

W. G. HUMPHREYS &amp; Co.,

QUEEN'S ROAD, HONGKONG.

[134]

believe I am right in adding that we have now new Naval Reserve officers in our service than there are in any other individual Company. (Hear, hear.)

## THE MAIN OBJECT OF THE STRIKE.

Of course, the main object of the strike was an increase of wages, and this claim really rested on the recent affluence of the cargo-carrying trade rather than on the profits of companies like ours, for we and other companies which I could name earned larger profits during the South African war than we have ever done since; but there was no strike then, and the officers would have scouted the idea of the methods of to-day. (Hear, hear.) But in the position in which the Company was thus placed there was only one thing to do, and my colleagues and I were quite united in opinion that the strike must be dealt with in a conciliatory way, and, as far as possible, even in a generous spirit. We were also unanimous in resolving that any boon granted to officers should in the first instance be extended to commanders, to whom we look not only for the safety of our ships, but also for the reputation of the Company wherever our flag may be found. The settlement effected will undoubtedly cost the Company a considerable sum annually, and I imagine that it fixes the wages of our service considerably above the level of other lines—in the Eastern trade, at all events; but the imperative obligation thrown upon us in connection with his Majesty's mail service—which the strikers had, of course, foreseen—left us no option but to put an end to an impossible situation. Gentlemen, as you know, our expenditure grows on all sides,

FOR  
NERVOUS EXHAUSTION

LOSS  
OF  
MEMORY  
and  
DEBILITY

to  
feed the  
NERVES

CHAPOTEAU'S  
PROSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

and we are naturally anxious as to the future. In this connection I may remind you that it is only four or five years ago that the ports of the United Kingdom swarmed with ships which could not be sent to sea except at a heavy loss to their owners. (Continued on Page 6.)

## NEW VICTOR RECORDS

AND

## VICTROLA'S

RECEIVED

BY

"EMPRESS OF RUSSIA."

S. MOUTRIE &amp; CO., LTD.

[629]

## BANKS

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.INCORPORATED BY ROYAL CHARTER, 1858.  
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000  
Reserve Fund... £1,700,000  
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,  
Acting Manager  
Hongkong, 14th April, 1913.

THE  
YOKOHAMA SPECIE BANK,  
LIMITED.

Authorised Capital... Yen 48,000,000  
Paid-up Capital... 30,000,000  
Reserve Fund... 18,500,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at:  
Amoy, Canton, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.  
Branches and Agencies at:  
Amoy, Canton, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.  
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,  
Manager.  
Hongkong, 30th September, 1913.

THE MERCANTILE BANK OF  
INDIA, LIMITED.

Authorised Capital... £1,500,000  
Subscribed... 1,125,000  
Paid-up... 562,500  
Reserve Fund... 415,000

BANKERS:  
BANK OF ENGLAND,  
and  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,  
Manager.  
Hongkong, 14th July, 1913.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STARR,  
Chief Manager.

Hongkong, 1st July, 1911.

NEDERLANDSCH-INDISCH  
HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)  
ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (2,500,000)  
Paid-up Capital—Fl. 17,407,000 (£1,450,693)  
Reserve Fund... Fl. 6,518,000 (£543,169)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA

LONDON BANKERS:  
THE WILLIAMS DEACONS BANK,  
SWISS BANKERS.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,  
No. 8, Des Vaux Road Central,  
Hongkong, 3rd October, 1913.

## BANKS

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital... Yen 10,000,000  
Capital Subscribed (paid up)... 6,250,000  
Reserve Fund... 2,320,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Swatow, Tainan,  
Anping, Keelung, Tamsui,  
Canton, Nagasaki, Tokyo,  
Fuzhou, Osaka, Yokohama,  
Keelung, Shanghai.

HONGKONG OFFICE,  
3, Des Vaux Road.

Interest allowed on Current Accounts.  
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1913.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

Paid-up Capital... \$15,000,000  
Reserve Funds—  
Sinking... \$15,000,000  
Silver... \$17,450,000

Reserve Liability of Proprietors \$35,450,000

COURT OF DIRECTORS:  
S. H. DODWELL, Esq., Chairman.  
Hon. Mr. D. LANDALE, Deputy Chairman.

G. Friesland, Esq., J. A. Plummer, Esq.,  
E. Goetz, Esq., W. L. Patterson, Esq.,  
C. S. Gubbay, Esq., H. A. Siebs, Esq.,  
P. H. Holyoak, Esq., Hon. Mr. E. Shollim,  
G. R. Laurens, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STARR.

MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:  
For 3 months, 3½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

N. J. STARR,  
Chief Manager.  
Hongkong, 13th October, 1913.

[18]

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—  
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,  
Manager.

9, Queen's Road,  
Hongkong, 21st October, 1913.

[1230]



**WATERBURY & CO.**  
The Wine Merchants of the East

**NAPIER JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

### Overcome Your Doubt

Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

### Beecham's Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from indigestion: will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt promptly

### Cure And Convince.

Sold in boxes, price 9s. 1/11 & 2/10.

**CHAPOTEAU'S MORRHUOL**



Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

**THE NEW FRENCH REMEDY.**

**THERAPION No. 1**

**THERAPION No. 2**

**THERAPION No. 3**

FREE BOOK TO ALL PATIENTS. A CURE FOR YOU.

SEE THAT TRADE MARK WORD "THERAPION" IS ON EACH BOTTLE. BEWARE OF ALL OTHER PATENTS.

INSIST ON HAVING THERAPION.

### ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 38 years, FROM 1874 to 1909.

PRINTED BY CARR.

On Sale at the DAILY PRESS Office & Local Booksellers.

### COMPANY MEETING.

(Continued from page 5.)

owners. The Solent and the London Docks were the refuge of ships in the south of England, and several of our ships figured for many months in that category. No practical man doubts but that some day we may see this dark perspective again, but I hope that this Company will be able to weather any difficulties that may arise; and I base my faith in this respect on the evident fact that the direction of our affairs has been such for many years that a casual relapse in trade and consequent short coming in profit will not seriously affect either the fortunes of our shareholders or the wages of men who are faithful to the Company's salt. (Cheers.)

THE MAIL SERVICE.

Now, gentlemen, I turn to one or two other points which, I think, are of some interest in this report. We have, as you see, an important note in reference to our mail service, and that this service was extended for 12 months at the instance of his Majesty's Postmaster-General, and, with our assent, under no doubt, the conviction on the part of the Post Office that they had peculiarly advantageous contract, and that the efficiency and punctuality of the service was patent everywhere throughout the East. I believe the Post Office impression on this point is derived mainly from two particular grounds. In the first place, they are well aware of the great increase in the cost of navigation, of which our coal bill this year is a simple text; and, again, they are also cognizant, even as much as we are, of the enormous growth of postal matter during recent years. On that point I venture to give a very simple illustration by stating that the Indian parcels conveyed between Bombay and England during last year must have amounted to about 500,000 packages. And, gentlemen, this is not postal matter in the ordinary sense of the word; it is really cargo, and it ought to pay, at all events, a moderate freight.

I read in the Indian papers with great interest many theories and speculations as to what the future Eastern mail service ought to be, and I may say that a huge new fleet would be required in order to carry out some of those ideas; but I never find on any occasion any hint whatever as to the additional cost which will have to be met if these improvements are to come into existence. I recall the fact that at a Colonial Conference not many years ago, when Mr. Chamberlain was Secretary of State, he sent for me, and said: "Some of these gentlemen from the Colonies are at a loss to see why they should not have a 20-knot mail service as soon as possible." Well, a 20-knot mail service for a voyage of 12,000 miles is a problem which has never been attacked yet, but as Mr. Chamberlain asked me to look into the question with an impartial mind, I complied with his wish, and I found that such a service would be absolutely impracticable unless by an enormous expenditure of capital to procure huge ships to navigate that distance and ruinous current expenditure, because the ships would have to be built on such fine lines, and with such enormous machinery, that in addition to carrying their coal they would not be able to carry even that great trade in refrigerated produce which is so essential to the prosperity of our Colonies. A few days afterwards I asked Mr. Chamberlain whether he would like any further information, but he replied: "No, thank you; that will do," and there the idea of a 20-knot service ended. (Laughter.)

THE NEW FORM OF ACCOUNTS.

Now, in our present accounts we have made a very important alteration, which I hope you may approve. I think you are aware that all the lines which compete place their profits in one single line, saying such and such a figure, less depreciation; and you do not know anything about the business further than that single line tells you. Well, our figures in this report must appear to you almost appallingly voluminous; but there is one point upon which we have preserved reticence, and upon which we intend to preserve reticence hereafter—that is, in regard to the detailed particulars which constitute our revenue. We go no reason why we should wear our hearts upon our sleeves when our competitors wear their hearts hermetically sealed—that is to say, always supposing that they have hearts—(laughter)—which, of course, is an open question. The statement before you is, I venture to say, much more interesting than any you have hitherto received. We show a revenue of £5,298,948, which, at all events, proves the immense scope of our work; and we have to deduct from that an altogether enormous expenditure amounting to £1,429,875, which proves the almost greater labour that we have to perform in order to control this vast outlay. Gentlemen, these external disbursements are summarized in the body of the accounts, and I do not intend to enter into further particulars on the subject than to say that the whole of the working expenses of our branch line forms a moderate part of that sum in the same way that the revenue forms a part of the total receipts of £5,000,000 odd.

Now I will go back for one moment to the general results of our year's working. I have said that we have had no special good fortune, but that we have had a good trade. Trade has been far better outward than it has been homeward, as we have already mentioned. The Suez Canal records supply me with an apt illustration on that subject. I find that in 1912 453 ships in ballast passed through the Suez Canal, feeling confident as to homeward freight. I find that in 1913 253 ships only passed through in ballast, and they, I am certain, were by no means confident that they would procure homeward freight. Our mail steamers, as you are aware, carry only very limited cargoes, but as showing the activity of trade, I may venture to mention that we carried altogether 1,780,000 tons of cargo in our fleet, and we should have done much better, of course, if the homeward business had been what we expected it to be. Our passenger trade is not too buoyant, because we have serious competition on every line at lower rates than we charge; but, at the same time, I am glad to tell you that the figures of this year show a fair increase over the figures

### JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

| STEAMER      | FROM     | EXPECTED ON OR ABOUT     | WILL LEAVE FOR | ON OR ABOUT              |
|--------------|----------|--------------------------|----------------|--------------------------|
| TJIPANAS...  | JAVA     | Second half of December. | JAPAN          | Second half of December. |
| TJIMANOEK... | JAVA     | Second half of December. | SHANGHAI       | First half of January.   |
| TJIBODAS...  | SHANGHAI | First half of January.   | JAVA           | Second half of January.  |
| TJIMAH...    | JAVA     | Second half of January.  | SHANGHAI       | Second half of January.  |
| TJITAROEM... | JAVA     | First half of February.  | JAPAN          | First half of February.  |
| TJILAWONG... | JAVA     | First half of February.  | SHANGHAI       | Second half of February. |
| TJILATJAP... | JAVA     | First half of February.  | JAPAN          | Second half of February. |
| TJIKINI...   | JAVA     | Second half of February. | SHANGHAI       | Second half of February. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 25th December, 1913.

### THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

| Steamer.       | Arrives Hongkong from Australia. | Leaves Hongkong for Australia. |
|----------------|----------------------------------|--------------------------------|
| "CHANGSHA" ... | 4th Jan., 1914.                  | 10th Jan., 1914.               |
| "TAIYUAN" ...  | 4th Feb., "                      | 10th Feb., "                   |

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to  
**BUTTERFIELD & SWIRE,**  
Hongkong, 30th December, 1913. TELEPHONE No. 36. AGENTS. [1483]

of the previous year. Our Cape-Australia trade, which is a new service, has done exceedingly well. We have had no insurance claims to any extent at all; in fact, we should have had a magnificent year but for our heavy expenses, of which an increase of £100,000 and upwards in coal alone is a sufficient example, although that is to a certain extent due to a greater mileage in the present than in the previous year.

Now, finally, I may say we have arrived at the satisfactory dividend of 16 per cent. on our Deferred stock, and our great ambition is to be able to maintain that respectable dividend in the future; but in order to do so we must pursue a conservative policy in finance, and the confining fund which we have opened to do so. I have spoken more than once about the growth of expenditure. The settlement, which we effected with our captains and officers this year will cost us in the future, I fear, at least £20,000 annually. We have before us certainly a dropping tendency in the freight market, and we have the future question of the mail contract, which may require a new adjustment of our business under new conditions altogether. Then there is obviously the fact that with the increased value in our fleet we have an increased normal depreciation and, as underwriters, a heavier risk to guard against. We regard, therefore, this continuing fund as a valuable insurance and a fair guarantee that the dividend which we have now attained may be perpetuated, I hope, for many years.

A REMINISCENCE.

Now, gentlemen, I have only to add, if I may venture to do so, one very slight reminiscence. When I look backward for a moment, I find that on behalf of the board, or, I might say, of successive boards, I have written every report which has been issued to the shareholders in this Company since the year 1872. (Cheers.) That would certainly appear to most of us as if I were going back to the Dark Ages, but we had then a very fine fleet of 100,000 tons, of which every ship had to be scrapped as soon as possible to enable the Company to enter the Suez Canal trade, and we had indeed but a very lean purse in order to acquire the new fleet which it was absolutely necessary to obtain. Gentlemen, to-day we are advancing to a fleet of something like 600,000 tons, and we have an exchequer amply provisioned for all future needs. (Cheers.) That is an epitome of the past, and I venture to say that, with many faults and shortcomings, our Company has done the State some service; but we can never stand still, and we must always aspire to do a greater work in the future. I now beg to move formally:—"That the report and statement of accounts now read, which have been circulated amongst the proprietors, be adopted." (Cheers.)

SIR WILLIAM ADAMSON, C.M.G.—I beg to second the resolution.

The resolution was then put to the meeting and carried unanimously.

The CHAIRMAN—I propose now:—"That a dividend for the half-year ended 30th September last of 2½ per cent. on the Preferred stock, and a dividend of 6½ per cent., with a bonus of 5 per cent., on the Deferred stock, as recommended in the report, be now declared, and that payment for the same be made, less income-tax, on and after the 18th inst."

SIR W. ADAMSON seconded the motion, which was unanimously agreed to.

The CHAIRMAN—I now beg to move:—"That the Right Hon. Lord Balfour of Burleigh, K.T., G.C.M.G., be re-elected a director of this Company."

Mr. HERBERT BROOKS—I have very much pleasure in seconding that.

The motion was unanimously adopted.

The CHAIRMAN—I now beg to propose:—"That Sir William Adamson, C.M.G., be re-elected a director of this Company."

Mr. E. H. CUNARD—I beg to second that resolution.

The motion was carried unanimously.

The CHAIRMAN—Gentlemen, that concludes the business.

PROFESSOR HULL, F.R.S.—Gentlemen, I have the honour and very great pleasure of proposing:—"That the cordial thanks of the proprietors are due to the chairman, directors, and staff for their continued successful management of the company's business." Our chairman, by a ship of the tongue in the early part of his address, called us a humble company. I think after the statement we have had from him we shall call ourselves a very proud company indeed, and we are particularly proud of the chairman and his brother directors. (Cheers.) I congratulate you, Sir, and the directors on having got over that nasty little difficulty to which you referred so amiably, and in such a brief period of time. I should have supposed that the officers of our great company would have been free from that contagion of strikes which has affected so large a number of companies and employers of labour. In this we have been disappointed. This has been a unique case. Never before, as our chairman has told us, has the like taken place in his long experience. Let us hope it will remain a unique case and be blotted out from the memories of our company in the future. I shall not detain you, gentlemen, by any further remarks, but I beg to propose the resolution which I have read. (Cheers.)

Mr. W. HARTMANN—Ladies and gentlemen, I beg to support the resolution which has just been proposed. I am, perhaps, one of the oldest shareholders in the room, having attended these meetings since the early seventies. "We are never accustomed to hear a discordant voice; and why? Because there has been confidence in our chairman, in our directors, and in our staff. They deserve to have a loyal set of shareholders, and I maintain they have it. (Hear, hear.) With these words I have pleasure in seconding the resolution.

The motion was carried by acclamation.

The CHAIRMAN—Gentlemen, I need only say for my colleagues and myself that we are deeply gratified at the kind words which Professor Hull and Mr. Hartmann have said at this meeting. I do not like to add to the remarks which I have already made, perhaps at too great length. ("No.") although I noticed that, my speech did not occupy more than 30 minutes, during which, I hope, I gave you a great deal of information; but I should like to say just this, that as far back as I can remember—and that is a considerable time—I have always been an enthusiastic admirer of this company and of its service, and that I have been a greater admirer ever since I have been in possession of this chair. (Laughter and cheers.) I beg to thank you for the kind words you have spoken.

The proceedings then terminated.

### LATEST STEAMER MOVEMENT.

The C.P.R. str. *Monteagle* left Kobe on the 1st January, at 6 a.m., and is due to arrive at Shanghai on the 4th January, at 5 p.m.

### PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS," PRINTING WORKS.

Turn out the Best Printing at Reasonable Prices.

### NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"  
Arrived Hongkong on 27th December, 1913.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 27th December, 1913. [1]

FROM PORTLAND (Or.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain O. Geisell, having arrived, Consignees are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 10th Jan., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf & Godown Co.'s Godowns.

Cargo remaining undelivered on 10th Jan., at Noon, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on FRIDAY, 9th Jan., at 10 A.M.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 15th Jan., otherwise they will not be recognised.

HAMBURG-AMERIKA LINE.  
Hongkong Office.  
Hongkong, 30th December, 1913. [1487]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUEZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 9.30 A.M.

All Claims must reach us before the 8th Jan., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
General Agents.  
Hongkong, 25th December, 1913. [4]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "LENNOX."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Jan. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Jan., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.,  
Agents.

Hongkong, 26th December, 1913. [1481]

"SEIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 6th Jan. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 6th Jan. at 9.30 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 30th December, 1913. [149]

### WEATHER REPORT.

On the 31st at 11.25 a.m.—Pressure has increased slightly to moderately over the western portion of the map, which is now covered by a strong anti-cyclone.

A depression has formed to the east of Japan. Strong monsoon is indicated along the south-east of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

Hongkong & Neighbourhood { N.E. winds, fresh; strong; fine.

Formosa Channel { (Strong N.E. gale.

South coast of China between { The same as Hongkong and Luzon. No. 1.

South coast of China between { The same as Hongkong and Hainan. No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

31st DECEMBER, 1913, A.M.

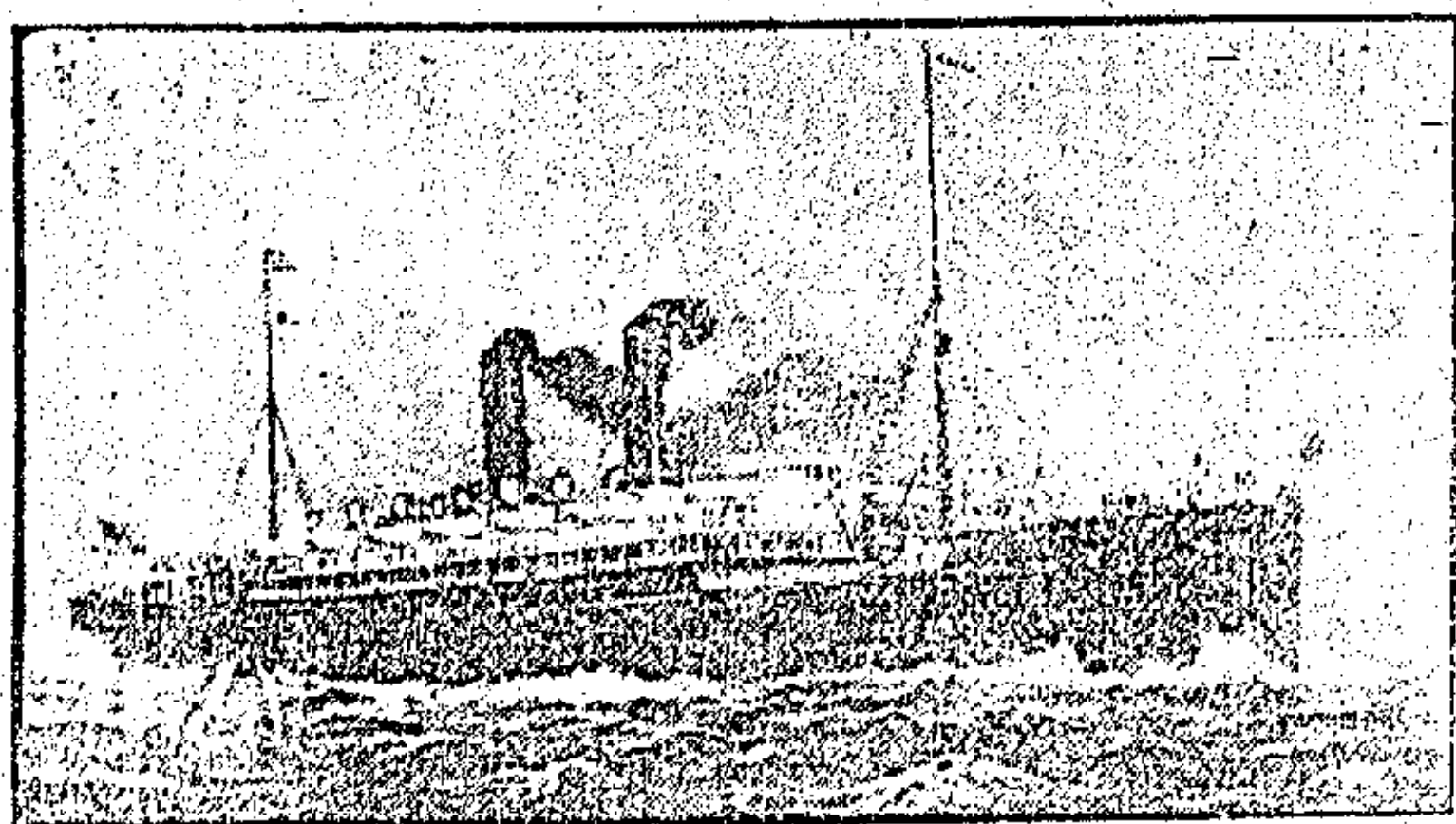
|                |        |       |    |    |     |    |    |
|----------------|--------|-------|----|----|-----|----|----|
| Vladivostok    | 7 a.m. | 30.32 | 3  | —  | NE  | 1  | b  |
| Nemuro         | 6 a.m. | 29.73 | —  | —  | NE  | 4  | —  |
| Hakodate       | —      | 29.77 | —  | —  | NNW | 4  | —  |
| Tokio          | —      | 29.85 | —  | —  | NNW | 2  | —  |
| Kobe           | —      | 30.27 | —  | —  | N   | 2  | —  |
| Nagasaki       | —      | 30.47 | —  | —  | N   | 2  | —  |
| Kagoshima      | —      | 30.43 | —  | —  | NNW | 2  | —  |
| Oshima         | —      | 30.43 | —  | —  | N   | 2  | —  |
| Naha           | —      | 30.44 | —  | —  | N   | 2  | —  |
| Ishijima       | —      | 30.49 | —  | —  | N   | 2  | —  |
| Bonin Is.      | —      | 30.10 | —  | —  | W   | 3  | —  |
| Choshi         | —      | 30.49 | 29 | —  | W   | 3  | —  |
| Weihaiwei      | —      | —     | —  | —  | WSW | 4  | cb |
| Hankow         | —      | —     | —  | —  | —   | —  | —  |
| Ichang         | —      | —     | —  | —  | —   | —  | —  |
| Kinkiang       | —      | —     | —  | —  | —   | —  | —  |
| Changsha       | —      | —     | —  | —  | —   | —  | —  |
| Shanghai       | —      | 30.73 | 18 | —  | W   | 1  | b  |
| Shanghai       | —      | 30.59 | 27 | —  | W   | 1  | b  |
| Shanghai       | —      | 30.59 | 49 | —  | W   | 1  | b  |
| Amoy           | 6 a.m. | 30.54 | 48 | —  | E   | 4  | b  |
| Swatow         | —      | 30.52 | 44 | —  | E   | 4  | b  |
| Taihou         | —      | 30.43 | —  | —  | E   | 6  | b  |
| Taihou         | —      | 30.43 | —  | —  | E   | 6  | b  |
| Taiwan         | —      | 30.42 | —  | —  | E   | 4  | —  |
| Koshu          | —      | —     | —  | —  | —   | —  | —  |
| Pescadores     | —      | 30.43 | —  | —  | E   | 10 | —  |
| Canton         | 6 a.m. | 30.61 | 39 | 73 | N   | 3  | b  |
| Hongkong       | 6 a.m. | 30.53 | 46 | 34 | NNW | 2  | b  |
| Cap Boi        | —      | 30.47 | —  | —  | NNW | 2  | b  |
| Macao          | —      | 30.51 | 46 | —  | NE  | 2  | b  |
| Wuchow         | 9 a.m. | 30.70 | 48 | 71 | NW  | 1  | b  |
| Hohow          | —      | —     | —  | —  | —   | —  | —  |
| Pakhoi         | —      | —     | —  | —  | —   | —  | —  |
| Phu Lien       | 6 a.m. | 30.54 | 52 | —  | NE  | 3  | b  |
| Tourane        | —      | 30.37 | 64 | —  | NE  | 7  | b  |
| Cape St. James | —      | 30.11 | 68 | —  | NNW | 2  | b  |
| Apapa          | —      | 30.27 | —  | —  | NE  | 2  | b  |
| Melaka         | —      | 30.40 | 71 | —  | NE  | 2  | b  |
| Legaspi        | —      | 30.08 | 74 | —  | WNE | 2  | b  |
| Iloilo         | 9 a.m. | 30.07 | 78 | —  | NE  | 2  | b  |
| Bascol         | —      | —     | —  | —  | —   | —  | —  |
| Cebu           | —      | 30.04 | 85 | —  | NW  | 1  | b  |
| Labuan         | —      | 29.98 | 82 | —  | E   | 1  | b  |







## PACIFIC MAIL

STEAMSHIP COMPANY.  
THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

## SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

| STEAMERS  | Tons   | Sailing                           |
|-----------|--------|-----------------------------------|
| MANCHURIA | 27,000 | TUESDAY, 6th Jan., at 1 p.m.      |
| NILE      | 11,000 | SATURDAY, 10th Jan., at 9.45 a.m. |
| MONGOLIA  | 27,000 | TUESDAY, 27th Jan., at 1 p.m.     |
| PERSIA    | 9,000  | SATURDAY, 7th Feb., at Noon.      |
| KORSA     | 18,000 |                                   |
| SIBERIA   | 18,000 |                                   |
| CHINA     | 10,200 |                                   |

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

## HONGKONG-MANILA SERVICE.

| From HONGKONG.      | Arrive Manila. | Leave Manila.        | Due Hongkong. |
|---------------------|----------------|----------------------|---------------|
| 10th Jan. ... NILE  | 12th Jan.      | 31st Dec. ... NILE   | 2nd Jan.      |
| 7th Feb. ... PERSIA | 9th Feb.       | 27th Jan. ... PERSIA | 29th Jan.     |

## FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.  
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.  
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.  
GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

| DESTINATION                              | STEAMERS | TONS  | DATE OF SAILINGS. |
|------------------------------------------|----------|-------|-------------------|
| COPENHAGEN, GOTHENBURG, and BALTIC PORTS | "CEYLON" | 9,000 | About 15th Jan.   |

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & Co.,  
YORK BUILDINGS, TOP FLOOR.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

| For                         | STEAMER          | To SAIL          |
|-----------------------------|------------------|------------------|
| SHANGHAI, KOBE and YOKOHAMA | AND (CORDILLERE) | On 12th January. |
| MARSEILLES VIA PORTS        | (MADEIRA)        | On 26th January. |
|                             | (PAUL LECAT)     | On 13th January. |
|                             | (DUMBEA)         | On 27th January. |

ALL STEAMERS FITTED WITH WIRELESS.  
TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to LONDON via PARIS by rail.  
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.  
For further particulars apply to  
S. C. de BUSSIERRE, Acting Agent,  
QUEEN'S BUILDING.

2]

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

| From HONGKONG      | PROPOSED SAILINGS | From COLOMBO        |
|--------------------|-------------------|---------------------|
| 3rd January, 1913. | "KATANGA"         | 16th January, 1914. |

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:  
From Hongkong "SALAMIS" Middle of March, 1914.  
First CLASS ACCOMMODATION FOR PASSENGERS.  
Fitted With WIRELESS TELEGRAPHY.  
For Rates of Freight and Passage, apply to  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

38]

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD  
S.S. "THONGWA," 6298 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 6th January.

WESTWARD  
S.S. "DUNERA," 5389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 2nd January, at 4 p.m.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.  
For Freight or passage, apply to  
DAVID SASSOON & CO., LTD.,  
HONGKONG, 1st January, 1914.

AGENTS.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.  
THURSDAY, 1st JAN., 1914.

|                  |                   |
|------------------|-------------------|
| 8 a.m. TAIWAN.   | 8 a.m. KINSHAN.   |
| 10 p.m. KINSHAN. | 5 p.m. HEUNGSHAN. |

FRIDAY, 2nd JAN., 1914.  
8 a.m. HEUNGSHAN. 8 a.m. FATSHAN.  
10 p.m. FATSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 778; Night Steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN.

HONGKONG TO MACAO  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 4th JANUARY, 1914.

The Company's New Steamship  
"TAISHAN"  
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.  
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

F.A.R.E.S.  
Saloon Single \$3, Return \$5. 1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50. Staterooms:—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. SUI TAI, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 457 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANMING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANZI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.

[5]

## PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO ... 4000 F.S. McMurray Manila, Mangarin, Cebu and Iloilo On 2nd Jan., 4 p.m.

RUBI ... 4000 J. Miller Manila, Mangarin, Cebu and Iloilo On 12th Jan., 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 25th December, 1913.

PHILIPPINES S.S. CO. [10]

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving

"MEXICO MARU" ... N. Kobayashi ... WEDNESDAY, 7th Jan., at 1 p.m.

"CHICAGO MARU" ... I. Goto ... THURSDAY, 22nd Jan., at 1 p.m.

"CANADA MARU" ... H. Yamamoto ...

"TACOMA MARU" ... T. Hamada ...

"PANAMA MARU" ... J. Kanoo ...

"SEATTLE MARU" ... T. Saito ...

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving

"JAVA MARU" ... K. Hor ... THURSDAY, 8th Jan., a.m.

"SAIGON MARU" ... T. Yamaguchi ...

"INDO MARU" ... K. Komiya ...

## CHINA AND FORMOSA LINE.

FOR FOCHOV VIA SWATOW AND AMOY.

Steamer Captain Leaving

"KAJO MARU" ... Y. Yamamoto ...

## FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIGI MARU" ... S. Tokushige ... SUNDAY, 4th Jan., at 10 a.m.

"DAIJIN MARU" ... K. Murakami ... SUNDAY, 11th Jan., at 10 a.m.

## FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSHU MARU" ... K. Tashira ... FRIDAY, 9th Jan., at 8 a.m.

## FOR CANTON.

Steamer Captain Leaving

"SOSHU MARU" ... K. Tashira ... SATURDAY, 3rd Jan.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

The Steamers will arrive at and depart from Son Yip Wharf (near the Harbour Office, Fraya Central).

For FURTHER INFORMATION, apply to  
Z. KAMIYA,  
MANAGER,  
Second Floor No. 1 Queen's Building.

741]

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPLACEMENT TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ... HITACHI MARU ... WEDNESDAY, 14th Jan., at Daylight.

PORE, PENANG, COLOMBO, SUEZ and PORT SAID ... MIYAZAKI MARU ... WEDNESDAY, 28th Jan., at Daylight.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA ... AWA MARU ... TUESDAY, 13th Jan., at Noon.

SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA ... SHIDZUOKA MARU ... TUESDAY, 27th Jan., at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... TANGO MARU ... WEDNESDAY, 14th Jan., at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... NIKKO MARU ... WEDNESDAY, 11th Feb., at Noon.

CALCUTTA via SINGAPORE, PENANG and RANGOON ... TOSA MARU ... SATURDAY, 10th Jan., at Noon.

BOMBAY via SINGAPORE, PENANG and COLOMBO ... KAWACHI MARU ... TUESDAY, 6th Jan., at Noon.

KOBE and YOKOHAMA ... IYO MARU ... THURSDAY, 15th Jan., at 11 a.m.

SHANGHAI, MOJI and KOBE ... NIKKO MARU ... WEDNESDAY, 14th Jan., at 11 a.m.

NAGASAKI, KOBE and YOKOHAMA ... NIKKO MARU ... WEDNESDAY, 14th Jan., at 11 a.m.

SHANGHAI, MOJI and KOBE ... NIKKO MARU ... WEDNESDAY, 14th Jan., at 11 a.m.

5 Fitted with New System of Wireless Telegraphy. Cargo only.

## PASSENGER SEASON-1914.

FOR EUROPE.

STEAMER TONS SAILS WEDNESDAY

MIYAZAKI MARU ... 16,000 ... 28th January.

KITANO ... 16,000 ... 11th February.

IYO ... 12,500 ... 25th February.

HIRANO ... 16,000 ... 11th March.

KATORI ... 20,000 ... 25th March.

KAMO ... 16,000 ... 8th April.

KASHIMA ... 20,000 ... 22nd April.

FOR AMERICA.

STEAMER TONS SAILS TUESDAY

SHIDZUOKA MARU ... 12,500 ... 27th January.

TAMBA ... 12,500 ... 10th February.

AKI ... 12,500 ... 24th February.

SADO ... 12,500 ... 10th March.

YOKOHAMA ... 12,500 ... 24th March.

AWA ... 12,500 ... 7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—  
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 11-12-13

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).

Connecting Steamer to SHANGHAI, HONGKONG, MANILA, CEBU, and LONDON. One at MARSEILLES. Due at LONDON (1 day later).



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                                                                                    | STEAMERS                            | TO SAIL            | REMARKS                       |
|----------------------------------------------------------------------------------------|-------------------------------------|--------------------|-------------------------------|
| SHANGHAI                                                                               | EGYPT<br>Capt. F. R. Summers        | About<br>1st Jan.  | Freight and<br>Passage.       |
| LONDON VIA USUAL PORTS<br>OF CALL                                                      | HIMALAYA<br>Capt. H. G. Evans, R.N. | Noon,<br>3rd Jan.  | See Special<br>Advertisement. |
| LONDON AND ANTWERP VIA<br>SINGAPORE, PENANG,<br>COLOMBO, PORT SAID,<br>and MARSEILLES. | SIMLA<br>Capt. G. Phillips          | About<br>7th Jan.  | Freight and<br>Passage.       |
| SHANGHAI, MOJI, KOBE,<br>and YOKOHAMA                                                  | NYANZA<br>Capt. K. Jenkins          | About<br>10th Jan. | Freight and<br>Passage.       |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st January, 1914

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR                     | STEAMERS          | TO SAIL               |
|-------------------------|-------------------|-----------------------|
| SHANGHAI                | "CHOW" .....      | On 1st Jan., 4 P.M.   |
| SHANGHAI AND TSINGTAU   | "CHENAN" .....    | On 3rd Jan., 10 A.M.  |
| HAIPHONG                | "KUEICHOW" .....  | On 6th Jan., 10 A.M.  |
| SHANGHAI                | "LIANGCHOW" ..... | On 6th Jan., 4 P.M.   |
| MANILA, CEBU and ILOILO | "CHINHUA" .....   | On 6th Jan., 4 P.M.   |
| SHANGHAI & TSINGTAU     | "ANHUI" .....     | On 8th Jan., 4 P.M.   |
|                         | "YINGCHOW" .....  | On 10th Jan., 10 A.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD &amp; SWIRE,

Hongkong, 1st January, 1914. TELEPHONE 36. AGENTS. [7]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMER  | ARRIVE HONGKONG<br>FROM AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA |
|----------|-----------------------------------|---------------------------------|
| EASTERN  | 3rd Jan.                          | On 3rd Jan., 10 A.M.            |
| ALDENHAM | 24th Jan.                         | On 13th Feb., 10 A.M.           |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH  
"DEUTSCHE DAMPSCHIFFFAHRTS-GESELLSCHAFT" "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD.                           | HOMeward.                            |
|------------------------------------|--------------------------------------|
| FOR SHANGHAI, KOBE and YOKOHAMA:   | FOR MARSEILLES, HAVRE & HAMBURG:     |
| S.S. PREUSSEN ... 3rd Jan.         | S.S. C. FRED. LAEISZ ... 5th Jan.    |
| S.S. O. J. D. AHLERS ... 14th Jan. | FOR ROTTERDAM, HAMBURG & ANTWERP:    |
| S.S. BELGIA ... 16th Jan.          | S.S. GOLDENFELS ... 15th Jan.        |
| S.S. SAXONIA ... 22nd Jan.         | FOR MARSEILLES, BREMEN & HAMBURG:    |
| S.S. S. EMDEN ... 4th Feb.         | S.S. EMDEN ... 13th Jan.             |
| S.S. SCANDIA ... 14th Feb.         | FOR VANCOUVER, SEATTLE and/or TACOMA |
| S.S. HORDE ... 28th Feb.           | and PORTLAND (Or).                   |
| S.S. BADEN ... 10th Mar.           | S.S. BELGIA ... 16th Jan.            |
| S.S. SUEDE ... 12th Mar.           | FOR HAVRE, BREMEN & HAMBURG:         |
| S.S. BRISGAVIA ... 26th Mar.       | S.S. SILEZIA ... 25th Jan.           |
|                                    | FOR VICTORIA, VANCOUVER, SEATTLE &   |
|                                    | and PORTLAND (Or).                   |
|                                    | S.S. SAXONIA ... 2nd Feb.            |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP     | CAPTAIN             | LEAVING                       |
|---------------|---------------------|-------------------------------|
| "HAIYANG" ... | Capt. A. E. Hodgins | SATURDAY, 3rd Jan., at 3 P.M. |
| "HAIYAN" ...  | Capt. J. S. Rosch   | TUESDAY, 6th Jan., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 1st January, 1914.

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer             | Displacement Tons and Speed. | Leave Hongkong.    |
|---------------------|------------------------------|--------------------|
| * NIPPON MARU ...   | 11,000—18 knots              | WED'DAY, 14th Jan. |
| TENYO MARU ...      | 22,000—21 knots              | SATUR., 17th Jan.  |
| * HONGKONG MARU ... | 11,000—18 knots              | TUESDAY, 10th Feb. |
| SHINYO MARU ...     | 22,000—21 knots              |                    |
| CHIYO MARU ...      | 22,000—21 knots              |                    |

\* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

|                         |                                   |
|-------------------------|-----------------------------------|
| FIRST CLASS TO LONDON   | £71.10....RETURN (6 MONTHS) £120. |
| FIRST CLASS TO NEW YORK | £60. .... " " £96.10.             |
| " " " SAN FRANCISCO     | £45. .... " " £68.                |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamer       | Displacement Tons and Speed | Leave Hongkong               |
|---------------|-----------------------------|------------------------------|
| KIYO MARU ... | 17,000—14 knots             | TUESDAY, 3rd February, 1914. |

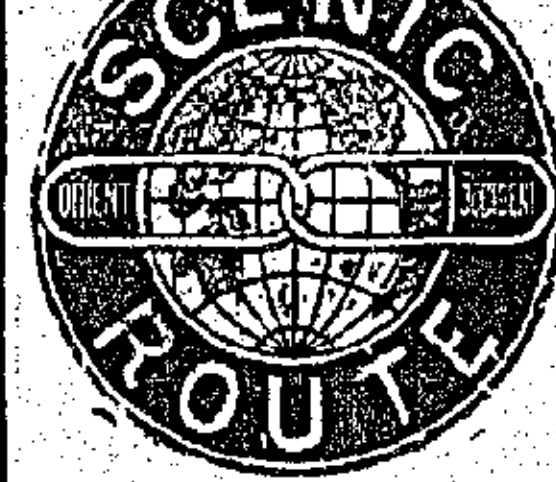
For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

[237]

## SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC  
TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC  
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

|                        | Tonnage | Speed     |
|------------------------|---------|-----------|
| S.S. TENYO MARU ...    | 22,000  | 21 knots. |
| S.S. CHIYO MARU ...    | 22,000  | 21 "      |
| S.S. SHINYO MARU ...   | 22,000  | 21 "      |
| S.S. NIPPON MARU ...   | 11,000  | 18 "      |
| S.S. HONGKONG MARU ... | 11,000  | 18 "      |

THE QUICK and COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES and THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts, Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC—DENVER AND  
RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierra—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE)  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.  
S.S. "KOBBER," 9,900 tons, will leave as above on 15th January, at 4 P.M.  
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.  
Stowage, Laundry, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA  
STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ and PORT SAID.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 2nd January.  
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No extra, no tips, no inside Cabins.  
RAILWAY FARES: Trieste-London.  
BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Basel or Bielefeld, Class I £8.15, II £6.1.6.  
BY SEMMERING EXPRESS:  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.8.  
BY LAUREN EXPRESS:  
Via Munich, Cologne, Hook or Elberfeld, Class I £8.15, II £6.1.6.

TO SHANGHAI.

S.S. "KOBBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

to KOBE via SHANGHAI YOKOHAMA.

S.S. "CHINA," 11,300 tons, will leave as above about 1st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea &amp; Danube, also North &amp; South America.

SANDER, WIELER &amp; Co., AGENTS,

Hongkong, 1st January, 1914

Princes' Building.

[52]

# NORDDEUTSCHER LLOYD.

## IMPERIAL GERMAN MAIL LINES.

| FOR                                                                       | STEAMERS                                  | TONS   | TO SAIL                            |
|---------------------------------------------------------------------------|-------------------------------------------|--------|------------------------------------|
| NAPLES, GENOA, ALGIERS,<br>GIBRALTAR, SOUTHAMPTON,<br>ANTWERP and HAMBURG | "BUELOW" ...<br>Capt. C. NARRATH          | 16,920 | {Wed'day, 7th<br>Jan., at 10 A.M.  |
| SHANGHAI, TSINGTAU, KOBE<br>and YOKOHAMA                                  | "PRINZ LUDWIG" ...<br>Capt. F. VON BINZER | 18,300 | {About Thursday,<br>8th Jan.       |
| MANILA, YAP, MARONN,<br>NEWGUINEA, BRISBANE,<br>SYDNEY and MELBOURNE      | "PRINZ SIGISMUND" ...<br>Capt. A. HERTZIG | 6,750  | {Saturday, 24th<br>Jan., at 9 A.M. |
| KOBE                                                                      | "PRINZ SIGISMUND" ...<br>Capt. A. HERTZIG | 6,000  | {About Tuesday,<br>6th Jan.        |
| JESSELTON, KUDAT and<br>SANDAKAN                                          | "BORNEO" ...<br>Capt. J. KORNHUBER        | 5,000  | {Saturday, 3rd<br>Jan., at 9 A.M.  |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

[4]

## PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

| STEAMSHIP                                      | DISPLACEMENT. | ON FEBRUARY 3RD.  |
|------------------------------------------------|---------------|-------------------|
| * "PRINZ LUDWIG" ...<br>Capt. F. VON BINZER    | 18,300 TONS   | ON FEBRUARY 3RD.  |
| "GOEBEN" ...<br>Capt. A. AHLBORN               | 17,300        | ON FEBRUARY 18TH. |
| * "DERFFLINGER" ...<br>Capt. F. PROESCH        | 17,250        | ON MARCH 3RD.     |
| "KLEIST" ...<br>Capt. L. MAASS                 | 17,000        | ON MARCH 18TH.    |
| * "PRINZ EITELFRIEDRICH" ...<br>Capt. C. MUNDT | 17,000        | ON MARCH 31ST.    |
| "YORCK" ...<br>Capt. F. LOESER                 | 17,000        | ON APRIL 15TH.    |
| * "PRINCESS ALICE" ...<br>Capt. J. BORTHELM    | 20,300        | ON APRIL 28TH.    |

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

[1190]

## FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

| OUTWARD.         | about       | HOMeward.                                                                                              |
|------------------|-------------|--------------------------------------------------------------------------------------------------------|
| Steamship        | 1914        |                                                                                                        |
| "MARK" ...       | 2nd Febr.   | FOR MARSEILLES, DUNKERK, ANTWERP<br>ROTTERDAM and BREMEN/HAMBURG<br>S.S. "MARK" about Middle of March. |
| "TUEBINGEN" ...  | 16th Febr.  | FOR HAVRE, EMDEN and HAMBURG/BREMER<br>S.S. "TUEBINGEN" about End of March.                            |
| "LOTHRINGEN" ... | 2nd March.  | FOR MARSEILLES, ANTWERP, ROTTERDAM<br>and BREMEN/HAMBURG<br>S.S. "LOTHRINGEN" about Middle of April.   |
| "THUERINGEN" ... | 16th March. | FOR HAVRE, DUNKERK, EMDEN and<br>HAMBURG/BREMER<br>S.S. "THUERINGEN" about Beginning of May.           |
| "FRANKEN" ...    | 30th March. | FOR MARSEILLES, ANTWERP, ROTTERDAM<br>and BREMEN/HAMBURG<br>S.S. "FRANKEN" about Middle of May.        |
| "GOETTINGEN" ... | 13th April. | FOR HAVRE, EMDEN and HAMBURG/BREMER<br>S.S. "GOETTINGEN" about Beginning of June.                      |

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 19th December, 1913.

[1454]

## THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS,  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.GRAVING DOCK—78' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES,  
throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon  
at the Town Office.BUTTERFIELD & SWIRE.  
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address: "TAIKOO DOCK." [449]



# Hoehi Extra Dry

gout american

OBTAINABLE FROM  
THE SINCERE CO., LTD.,  
SUB-AGENT FOR HONGKONG.  
Hongkong, 29th December, 1913.

## NATURA MILK

LION



BRAND

BEST STERILIZED MILK  
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960. 20, DES VŒUX ROAD, 1ST FLOOR.  
Hongkong, 29th December, 1913.

## PETER SCHUERMANN AND SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM.

Hongkong, 29th December, 1913.

### POST OFFICE NOTICE.

#### NEW YEAR'S HOLIDAYS.

To-day, being New Year's Day, the Post Office will be open from 8 to 9 a.m. In the event of the arrival of the English Mail from Europe, the Post Office will be open for one hour for the delivery thereof. There will be no delivery of ordinary correspondence and one collection of letters as on Sundays.

The Money Order Office will be entirely closed.

In the event of the arrival of the English Mail from the South before 10 a.m. to-day, the parcels will be ready for delivery from 3 to 5 p.m. on that day. If the steamer arrives after that hour they will not be ready for delivery until 7 a.m. on the 2nd January.

To-day, being a holiday, Mails per *Empress of Russia* will be closed yesterday, at 6 p.m.

The *Empress*, with the ENGLISH MAIL, left Singapore on Saturday, the 27th inst., at 9 a.m., and is due to arrive here to-day, at 8 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 26th ultimo and for despatch overlaid on the 3rd instant.

| FOR                                                                                                                | PER             | DATE                                                                                  |
|--------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------------------------------------------|
| *Shanghai and *North China ...                                                                                     | Luchoo          | Thursday, 1st, 9.00 A.M.                                                              |
| Haitow and Bangkok ...                                                                                             | Michael Jensen  | Thursday, 1st, 9.00 A.M.                                                              |
| *Japan via Yokohama ...                                                                                            | Tijpanas        | Thursday, 1st, 9.00 A.M.                                                              |
| Fort Bayard, Haiphong, Pakhoi and Saigon ...                                                                       | Hue             | Thursday, 1st, 9.00 A.M.                                                              |
| Shanghai, North China and Japan via Kobe ...                                                                       | Monmouthshire   | Thursday, 1st, 9.00 A.M.                                                              |
| Taipei ...                                                                                                         | Boyang          | Thursday, 1st, 9.00 A.M.                                                              |
| *Shanghai and *North China ...                                                                                     | Kueichow        | Thursday, 1st, 9.00 A.M.                                                              |
| SHANGHAI AND NORTH CHINA ...                                                                                       | Egypt           | Thursday, 1st, 9.00 A.M.                                                              |
| (EUROPE VIA SIBERIA)                                                                                               |                 |                                                                                       |
| *Shanghai and *North China ...                                                                                     | Kingsing        | Friday, 2nd, 1.00 P.M.                                                                |
| Philippine Islands ...                                                                                             | Zafra           | Friday, 2nd, 3.00 P.M.                                                                |
| *Strait and *India via Calcutta ...                                                                                | Zafra           | Friday, 2nd, 3.00 P.M.                                                                |
| *Strait, Ceylon and *India via Bombay ...                                                                          | E. F. Ferdinand | Friday, 2nd, 3.00 P.M.                                                                |
| *Shanghai and *North China ...                                                                                     | Kueichow        | Friday, 2nd, 3.00 P.M.                                                                |
| Jessellton, Khat and Sandakan ...                                                                                  | Borneo          | Saturday, 3rd, 8.00 A.M.                                                              |
| Hongkong ...                                                                                                       | Onang           | Saturday, 3rd, 9.00 A.M.                                                              |
| Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin ...                                     | Eastern         | Saturday, 3rd, 10.00 A.M.                                                             |
| STRAITS, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEK, EGYPT, and EUROPE via BRINDISI ...               |                 | Saturday, 3rd, 10.00 A.M.                                                             |
| (Late Letters 11.00 to Noon, Extra Postage 10 cents.)                                                              |                 |                                                                                       |
| (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)              |                 |                                                                                       |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)   |                 |                                                                                       |
| The Parcel mail will be closed to-morrow, at 5 p.m.                                                                |                 |                                                                                       |
| Swatow, Amoy and Foochow ...                                                                                       | Haiyang         | Saturday, 3rd, 2.00 P.M.                                                              |
| Philippine Islands ...                                                                                             | Loongyang       | Saturday, 3rd, 1.00 P.M.                                                              |
| SHANGHAI, NORTH CHINA and TIENTSIN ...                                                                             | Chenan          | Saturday, 3rd, 5.00 P.M.                                                              |
| (EUROPE VIA SIBERIA)                                                                                               |                 |                                                                                       |
| *Wakawai, and *Daly ...                                                                                            | Chengsing       | Saturday, 3rd, 5.00 P.M.                                                              |
| Swatow, *Shanghai and *North China ...                                                                             | Esang           | Saturday, 3rd, 5.00 P.M.                                                              |
| Swatow, Amoy and Formosa via Tamsui ...                                                                            | Daiji Maru      | Sunday, 4th, 9.00 A.M.                                                                |
| Haiphong, Pakhoi and Saigon ...                                                                                    | Kueichow        | Tuesday, 6th, 9.00 A.M.                                                               |
| Swatow, Amoy and Foochow ...                                                                                       | Haitan          | Tuesday, 6th, 10.00 A.M.                                                              |
| SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, UNITED STATES AND SOUTH AMERICA, CANADA via SAN FRANCISCO ... | Manchuria       | Registration ... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) |
| (EUROPE VIA SIBERIA)                                                                                               |                 |                                                                                       |
| *Shanghai and *North China ...                                                                                     | Liangchow       | Tuesday, 6th, 3.00 P.M.                                                               |
| *Philippine Islands ...                                                                                            | Chinhua         | Tuesday, 6th, 3.00 P.M.                                                               |
| STRAITS, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEK, EGYPT and EUROPE via NAPLES ...                  | Bilow           | Registration ... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) |
| Shanghai, North China, *Japan via Nagasaki, *Victoria, B.C., and *Tacoma ...                                       | Mexico Maru     | Wednesday, 7th, 11.00 A.M.                                                            |
| Shanghai, North China ...                                                                                          | Anhui           | Thursday, 8th, 3.00 P.M.                                                              |
| Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island ...                                    | Changsha        | Saturday, 10th, 9.00 A.M.                                                             |
| Japan via Kobe ...                                                                                                 | Suisang         | Saturday, 10th, 11.00 A.M.                                                            |
| Philippine Islands ...                                                                                             | Yuesang         | Saturday, 10th, 1.00 P.M.                                                             |
| SHANGHAI, NORTH CHINA and TIENTSIN ...                                                                             | Fingchow        | Saturday, 10th, 5.00 P.M.                                                             |
| (EUROPE VIA SIBERIA)                                                                                               |                 |                                                                                       |
| Strait and India via Calcutta ...                                                                                  | Namsang         | Tuesday, 13th, 10.00 A.M.                                                             |

\* Specially superscribed correspondence only.

### COMMERCIAL.

#### CLOSING QUOTATIONS.

December 31st.

|                                       |           |
|---------------------------------------|-----------|
| ON LONDON—                            |           |
| Telegraphic Transfer                  | 1/11 1/2  |
| Bank Bills, on demand                 | 1/11 1/2  |
| Bank Bills, at 30 days' sight         | 1/11 1/2  |
| Bank Bills, at 4 months' sight        | 1/11 1/2  |
| Credits, at 4 months' sight           | 1/11 1/2  |
| Documentary bills, at 4 months' sight | 1/11 1/2  |
| ON PARIS—                             |           |
| Bank Bills, on demand                 | 24 1/2    |
| Credits, at 4 months' sight           | 25        |
| ON GERMANY—                           |           |
| On demand                             | 198 1/2   |
| ON NEW YORK—                          |           |
| Bank Bills, on demand                 | 47        |
| Credits, at 60 days' sight            | 48        |
| ON BOMBAY—                            |           |
| Telegraphic Transfer                  | 144       |
| Bank, on demand                       | 144 1/2   |
| ON CALCUTTA—                          |           |
| Telegraphic Transfer                  | 144       |
| Bank, on demand                       | 144 1/2   |
| ON SHANGHAI—                          |           |
| Bank, at sight                        | 73 1/2    |
| Private, 30 days' sight               | 74 1/2    |
| ON YOKOHAMA—                          |           |
| On demand                             | 94 1/2    |
| ON MANILA—                            |           |
| On demand                             | 95 1/2    |
| ON SINGAPORE—                         |           |
| On demand                             | 92 1/2    |
| ON BATAVIA—                           |           |
| On demand                             | 117       |
| ON HAIPHONG—                          |           |
| On demand                             | 1 1/2 pm. |
| ON SAIGON—                            |           |
| On demand                             | 79 1/2    |
| ON BAYREUTH—                          |           |
| On demand                             | 101.25    |
| SOVEREIGNS, Bank's Buying Rate        | 101.25    |
| GOLD LEAF, 100 fine, per tola         | 854.00    |
| SILVER, per oz.                       | 26 1/2    |

#### SUBSIDIARY COINS.

|                             | per cent.         |
|-----------------------------|-------------------|
| Chinese ... 20 cents pieces | \$11.75 discount. |
| Chinese ... 10 "            | \$12.20 "         |
| Hongkong ... 20 "           | \$ 7.50 "         |
| Hongkong ... 10 "           | \$11.62 "         |

#### MAILS VIA SIBERIA.

December 13th. December 28th.

### SHARE LIST.—QUOTATIONS.

HONGKONG, 31st DECEMBER, 1913.

| STOCKS.                                                        | NO. OF SHARES. | VALUE.       | PAID CLOSING QUOTA-<br>UP. TIONS CASH. | RETURN<br>ON BASIS<br>OF LAST<br>DAY'S. |
|----------------------------------------------------------------|----------------|--------------|----------------------------------------|-----------------------------------------|
| BANKS—                                                         |                |              |                                        |                                         |
| Hongkong & Shanghai Bank Corporation                           | 120,000        | \$125 all    | \$790, buyers                          | 5 1/2 p.c.                              |
| China Bank Corporation, Limited                                | 60,000         | \$12 all     | \$10, buyers                           | 8 1/2 p.c.                              |
| China Light and Power Company, Ltd.                            | 50,000         | \$1 all      | \$4 1/2, sellers                       | 7 1/2 p.c.                              |
| China Provision, Loan & Mortgage Co., Ltd.                     | 200,000        | \$10 all     | \$9, sellers                           | 7 1/2 p.c.                              |
| CORPORATIONS—                                                  |                |              |                                        |                                         |
| Two Cotton Spinning & Weaving Co., Ltd.                        | 20,000         | Tls. 50 all  | Tls. 131, buyers                       | 5 p.c.                                  |
| Hongkong Cotton Spinning Co., Ltd.                             | 125,000        | \$10 all     | \$7 1/2, buyers                        | 5 p.c.                                  |
| Dairy Farm Company, Limited                                    | 40,000         | \$7 1/2 all  | \$8 1/2, buyers                        | 5 p.c.                                  |
| DOCKS AND WHARVES—                                             |                |              |                                        |                                         |
| H'kong & Kowloon Wharf & G. Co., Ltd.                          | 60,000         | \$50 all     | \$89, buyers                           | 5 p.c.                                  |
| H'kong & Whampoa Dock Co., Ltd.                                | 50,000         | \$50 all     | \$75, sal. & buy.                      | 5 p.c.                                  |
| New Amoy Dock Co., Limited                                     | 10,000         | \$60 all     | \$8 1/2, buyers                        | 7 1/2 p.c.                              |
| Shai, Dock and Engineering Co., Ltd.                           | 35,000         | Tls. 100 all | Tls. 109                               | 7 1/2 p.c.                              |
| Shai, and Hongkong Wharf Co., Ltd.                             | 400,000        | \$10 all     | \$5.90, sellers                        | 4 p.c.                                  |
| Green Island Cement Co., Limited                               | 60,000         | \$10 all     | \$49                                   | 4 p.c.                                  |
| Hongkong Electric Co., Limited                                 | 12,000         | \$50 all     | \$129 1/2                              | 5 p.c.                                  |
| Hongkong Hotel Company Limited                                 | 8,000          | \$25 all     | \$82                                   | 5 p.c.                                  |
| Manila Metropolitan Hotel, Limited                             | 15,000         | Ps. 10 all   | Ps. 3, sellers                         | 5 1/2 p.c.                              |
| Hongkong Ice Company, Limited                                  | 5,000          | \$25 all     | \$185, buyers                          | 5 1/2 p.c.                              |
| Hongkong Rope Manufacturing Co., Ltd.                          | 60,000         | \$10 all     | \$22 1/2                               | 9 1/2 p.c.                              |
| H'kong & South China Steamship Co., Ltd.                       | 15,000         | \$8 all      | \$2                                    | 5 p.c.                                  |
| Hongkong Steel Foundry Co., Ltd.                               | 15,000         | \$10 all     | \$10                                   | 5 p.c.                                  |
| Hongkong Tramway Co., Ltd.                                     | 325,000        | \$1 all      | \$1/2, sellers                         | 5 p.c.                                  |
| INSURANCE—                                                     |                |              |                                        |                                         |
| Canton Insurance Office Co., Limited                           | 10,000         | \$250 \$50   | \$122 1/2, buyers                      | 6 p.c.                                  |
| China Fire Insurance Co., Limited                              | 20,000         | \$100 \$20   | \$151, sellers                         | 6 1/2 p.c.                              |
| Hongkong Fire Insurance Co., Ltd.                              | 8,000          | \$250 \$50   | \$380, buyers                          | 7 1/2 p.c.                              |
| North China Insurance Co., Limited                             | 10,000         | \$15 \$5     | Tls. 133                               | 6 1/2 p.c.                              |
| Union Insurance Society, Limited                               | 12,000         | \$250 \$100  | \$810, sellers                         | 6 1/2 p.c.                              |
| Yangtze Insurance Association, Ltd.                            | 12,000         | \$100 \$50   | \$192 1/2, @ Ex 73                     | 6 1/2 p.c.                              |
| LANDS AND BUILDINGS—                                           |                |              |                                        |                                         |
| H'kong Land Invest. Agency Co., Ltd.                           | 50,000         | \$100 all    | \$114, buyers                          | 6 1/2 p.c.                              |
| Hongkong Land Reclamation Co., Ltd.                            | 25,000         | \$100 \$75   | \$200                                  | 5 1/2 p.c.                              |
| Humphreys Estate and Finance Co., Ltd.                         | 150,000        | \$10 all     | \$9 1/2                                | 7 p.c.                                  |
| Kowloon Land and Building Co., Ltd.                            | 6,000          | \$50 \$30    | \$45                                   | 5 1/2 p.c.                              |
| Shanghai Land Investment Co., Ltd.                             | 78,000         | Tls. 50 all  | Tls. 91                                | 5 1/2 p.c.                              |
| West Point Building Co., Limited                               | 12,500         | \$50 all     | \$67, buyers                           | 5 1/2 p.c.                              |
| Matschappij tot Mijn, Bosch-en Landbouw exploitatie in Langkat | 25,000         | Gds. 10 all  | Tls. 35, sellers                       | 5 p.c.                                  |
| MINING—                                                        |                |              |                                        |                                         |
| Chinese Engineering and M. Co., Ltd.                           | 1,000,000      | \$1 all      | \$7 1/2                                | 7 1/2 p.c.                              |
| Heawood Tin and Rubber Estate, Ltd.                            | 200,000        | \$1 all      | \$3, buyers                            | 7 1/2 p.c.                              |
| Raub Australian Gold Mining Co., Ltd.                          | 160,000        | \$1 all      | \$7 1/2, div. sal.                     | 7 1/2 p.c.                              |
| Tromps Mines, Limited                                          | 25,000         | \$10 all     | \$10 1/2, buyers                       | 7 1/2 p.c.                              |
| Peak Tramways Co., Limited                                     | 50,000         | \$10 all     | \$9.95, buyers                         | 7 1/2 p.c.                              |
| Philippine Co., Limited                                        | 75,000         | \$10 all     | \$5                                    | 7 1/2 p.c.                              |
| Palpas et Papeteries de Tonkin Societe des                     | 13,200         | \$50 all     | \$20, sellers                          | 7 1/2 p.c.                              |
| REFINING—                                                      |                |              |                                        |                                         |
| China Sugar Refining Co., Limited                              | 20,000         | \$100 all    | \$34 1/2                               | 5 p.c.                                  |
| Luxon Sugar Refining Co., Limited                              | 7,000          | \$180 all    | \$31, sellers                          | 5 p.c.                                  |
| STEAMSHIP COMPANIES—                                           |                |              |                                        |                                         |
| China and Manila Steamship Co., Ltd.                           | 30,000         | \$25 all     | \$10.10, sellers                       | 5 p.c.                                  |
| Douglas Steamship Co., Limited                                 | 20,000         | \$50 all     | \$30, sellers                          | 7 1/2 p.c.                              |
| H'kong, Canton & Macao S.B. Co., Ltd.                          | 80,000         | \$15 all     | \$23 1/2, buyers                       | 7 1/2 p.c.                              |
| Indo-China Steam Navigation Co., Ltd.                          | 60,000 pref.   | \$25 all     | \$79, (L'don                           | 6 p.c.                                  |
| Shell Transport & Trading Co., Ltd.                            | 250,000        | \$1 all      | \$7 1/2                                | 5 1/2 p.c.                              |
| Star Ferry Company, Limited                                    | 40,000         | \$10 all     | \$45, buyers                           | 5 1/2 p.c.                              |
| South China Morning Post, Limited                              | 6,000          | \$25 all     | \$22, sellers                          | 5 1/2 p.c.                              |
| Steam Laundry Company, Limited                                 | 20,000         | \$5 all      | \$4 1/2, sellers                       | 5 1/2 p.c.                              |
| SCORES AND DISPENSARIES—                                       |                |              |                                        |                                         |
| Powell, Wm., Limited                                           | 15,000         | \$7 all      | \$9 1/2, sellers                       | 4 p.c.                                  |
| Watson & Co., A. S., Limited                                   | 90,000         | \$10 all     | \$3, sellers                           | 5 1/2 p.c.                              |
| Union Waterboat Co., Limited                                   | 50,000         | \$10 all     | \$17 1/2, sellers                      | 5 1/2 p.c.                              |

Para Rubber in London ... 3/11 per lb.

| Loans.                | Amount.       | Value.   | Interest.   | Quotation. |
|-----------------------|---------------|----------|-------------|------------|
| Chinese Imperial 1896 | Tls. 787,200. | Tls. 250 | 7% p. annum | Par.       |

VERNON & SMYTH, Share Brokers.

### TO-DAY

New Year's Day—General Holiday.

2.30 p.m.—Annual Children's Sports at the Kowloon Cricket Club Ground.

### FORTHCOMING EVENTS.

Tuesday, 6th Jan.—

Noon—Geo. Fenwick & Co., Ltd., General Meeting.

### 報新外中港香

CRUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY.

It is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China.

Indo-China, etc.

Terms for Advertising (Translation free): can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

### A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND  
DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK.



Please Everybody because it is Reliable. It is Pure, Rich, Fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. Obtainable at all Stores packed in two sizes.

## SPECIAL NEW YEAR OFFER

WE WILL ALLOW A SPECIAL DISCOUNT OF 10 PER CENT.  
FOR ALL XMAS AND NEW YEAR ORDERS OF \$10.00 OR MORE.  
CUSTOMERS WILL GREATLY OBLIGE BY FORWARDING THEIR  
ORDERS EARLY.

GANDE, PRICE & CO., LTD.,  
WINE MERCHANTS.

8, QUEEN'S ROAD CENTRAL, HONGKONG.

TELEPHONE No. 135.

### PASSED THE CANAL

November 28th—Peleus, Ellen Rickmers, Theodos.

December 2nd—Bendoran, Peiho, Shimosa, Yunnan, Rheus.

December 5th—Somali, Preussen.

December 9th—Dunbar, Glenroy, Hyson, Indran, Peking, Sumatra, Melford Hall, Pelerio.

December 12th—Bohemia, Nyansa, Neleus.

December 16th—Antenor, Belgravia, Bengloe, Denbigh Hall, Japan, Prinz Ludwig, Vorwaerts, Indraghiri.

December 18th—Iyo Maru, Macedonia, Persia, P. E. Friedrich, Glenfarg, O. J. D. Ahlers.

December 23rd—Benavon, Devocation, Annam, Alreut, Kasama, Deike Rickmers, Loamedon.

December 30th—Benenne, Bripania, Cathay, Goeben, Meinan, Mishima Maru, Yore, Nubis, Saxonia, Tydeus, Wakasa Maru, Arabia, Yangtze, City of Baroda, Amatore.

### ARRIVALS AT HOME

December 30th—Antenor, Devocation, Indran.

Printed and Published by BRITAM A. HALE for the Concerned at 10A, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

### ON SALE

AT THE

HONGKONG DAILY PRESS  
OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913